

PLANNING COMMISSION WORK SESSION

Corridor Commercial District Code Amendments

Work Session #1: Analysis + Code Options

February 26, 2019



WORK SESSION OBJECTIVE

Identify up to three (3) alternatives for regulation of residential uses in the Corridor Commercial (CC) Zone, to forward for public input.

DISCUSSION QUESTIONS

Should residential mixed-use development continue to be permitted in the CC zone?


If so:


- 1. How flexible or restrictive should the use regulations be for residential uses?**
- 2. What new regulations should be implemented to define the amount or location of residential and commercial uses on the mixed-use development site?**
- 3. Should the same parameters apply to all parcels within the CC zone, or should some locations limit residential in favor of commercial or industrial uses (such as the east end, identified in the Sandy Blvd. Refinement Plan as industrially focused)?**

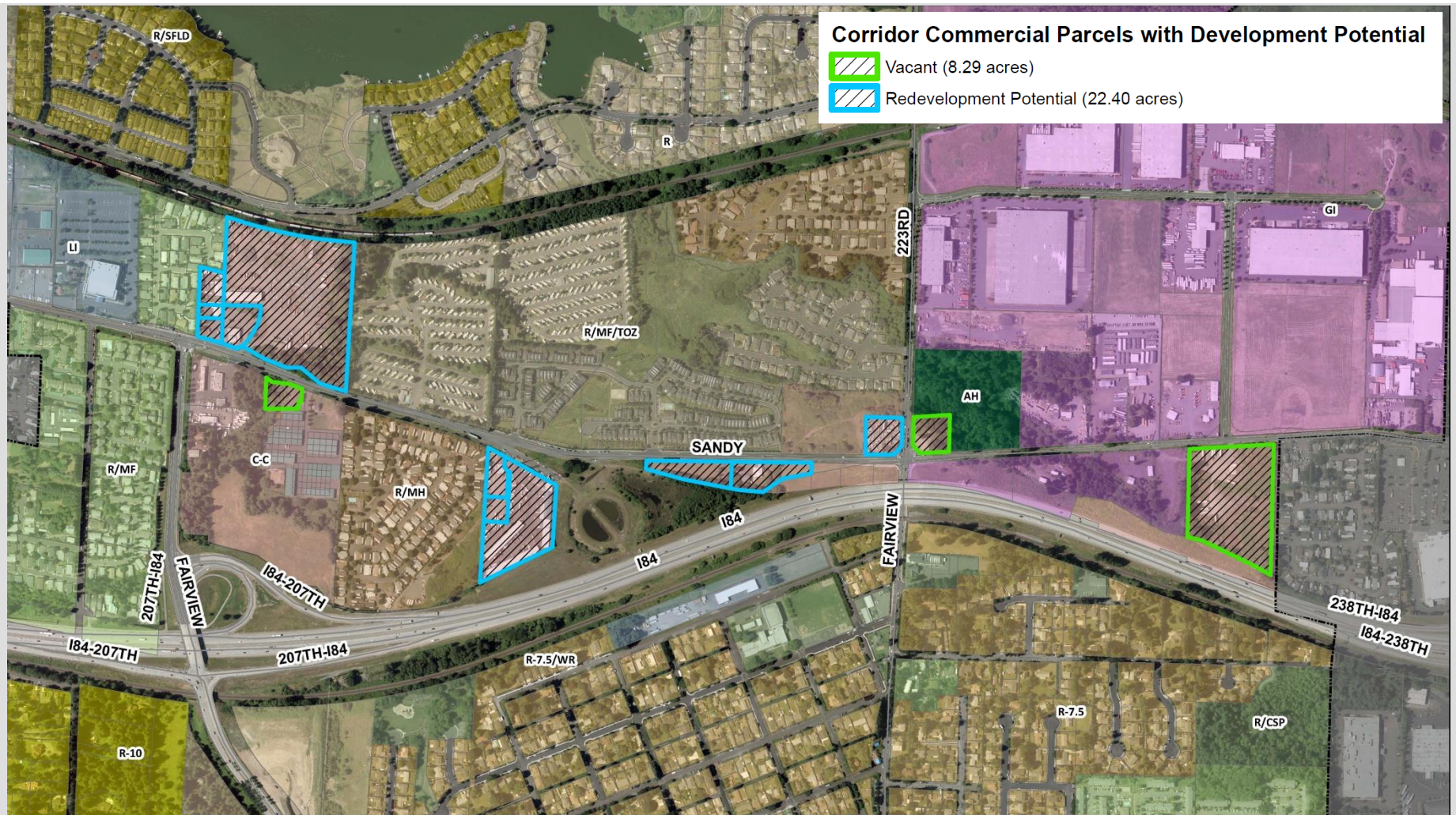
DISCUSSION QUESTIONS

Should the CC development code establish clear and objective requirements for front setbacks and building orientation to replace the non-regulatory standards that “encourage” buildings to be oriented to the street and state that driveways and parking “should not” be placed between the building and street?

Corridor Commercial Parcels with Development Potential

 Vacant (8.29 acres)

 Redevelopment Potential (22.40 acres)



Development Status of Corridor Commercial Parcels

- Vacant (8.29 acres)
- Redevelopment Potential (22.40 acres)
- Constrained (9.28 acres)
- Developed (21.56 acres)



COMPREHENSIVE PLAN POLICIES

4. New residential development will generally be of moderate overall density.
 - About half of the new dwelling units will be single-family detached at an average density of nearly 5 units per acre.
 - Half the new dwelling units will be duplexes, multi-family developments (apartments and condominiums), and manufactured homes at an average density of 20 units per acre.
 - Planned unit developments will be encouraged on parcels of land of at least 4 acres (see the Policies section of Chapter 10 – Housing).
 - New housing shall fit the character of the existing neighborhood.

COMPREHENSIVE PLAN POLICY

5. Retail and service commercial businesses serving clientele from the planning area and nearby locations will be encouraged to develop in the Town Center and arterial corridor commercial areas, as well as in clusters along 223rd Avenue at Halsey Street and Sandy Boulevard.

COMPREHENSIVE PLAN POLICY

8. Commercial development along Sandy Boulevard will be focused in three centers at 207th, 223rd and approximately 233rd. The focus of the first two centers is on providing services to the neighboring residential and industrial activities. The third center at approximately 233rd may include services but may also reflect a more regional market given the character of uses that already exist in the area.

COMPREHENSIVE PLAN POLICY

9. Compatible light industry will be allowed in the Sandy Boulevard Corridor Commercial Areas. Heavier industrial development shall be reviewed through the conditional use process and must demonstrate an ability to meet City standards and policies for locating near residential development.

COMPREHENSIVE PLAN POLICY

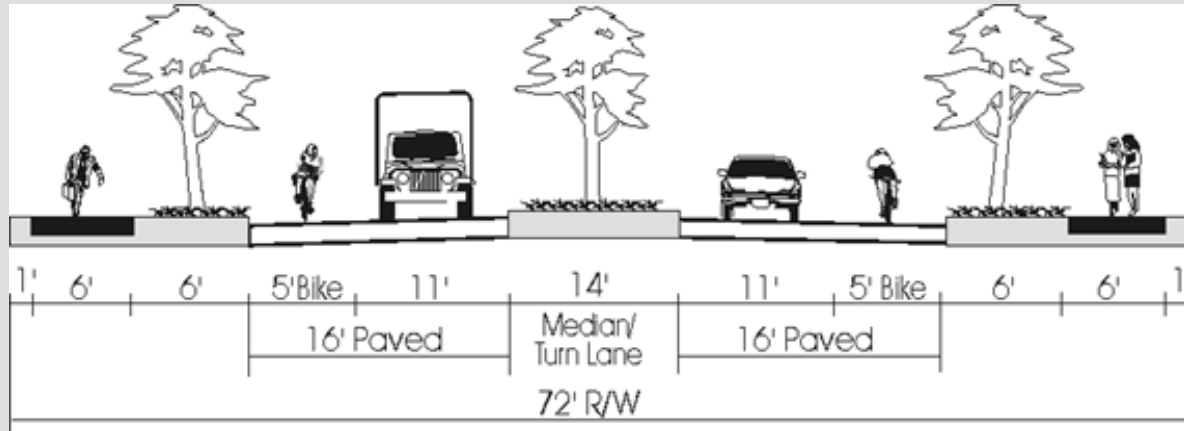
HOUSING

2. Maintain existing multi-family housing development along Sandy Boulevard (west of NE 223rd Ave), Halsey Street, 201st Avenue, and NE 207th Avenue (south of Halsey Street).
10. In the Sandy Boulevard Corridor area to the west of N.E. 223rd Avenue, provide a variety of residential uses and densities throughout the corridor and allow redevelopment of existing low-density residential areas with medium density town homes and row houses that are pedestrian oriented and affordable.

ROADWAY IMPROVEMENTS

Sandy Boulevard Refinement Plan

Figure 5: Sandy Boulevard Cross-Section With Raised Median/Turn Lanes

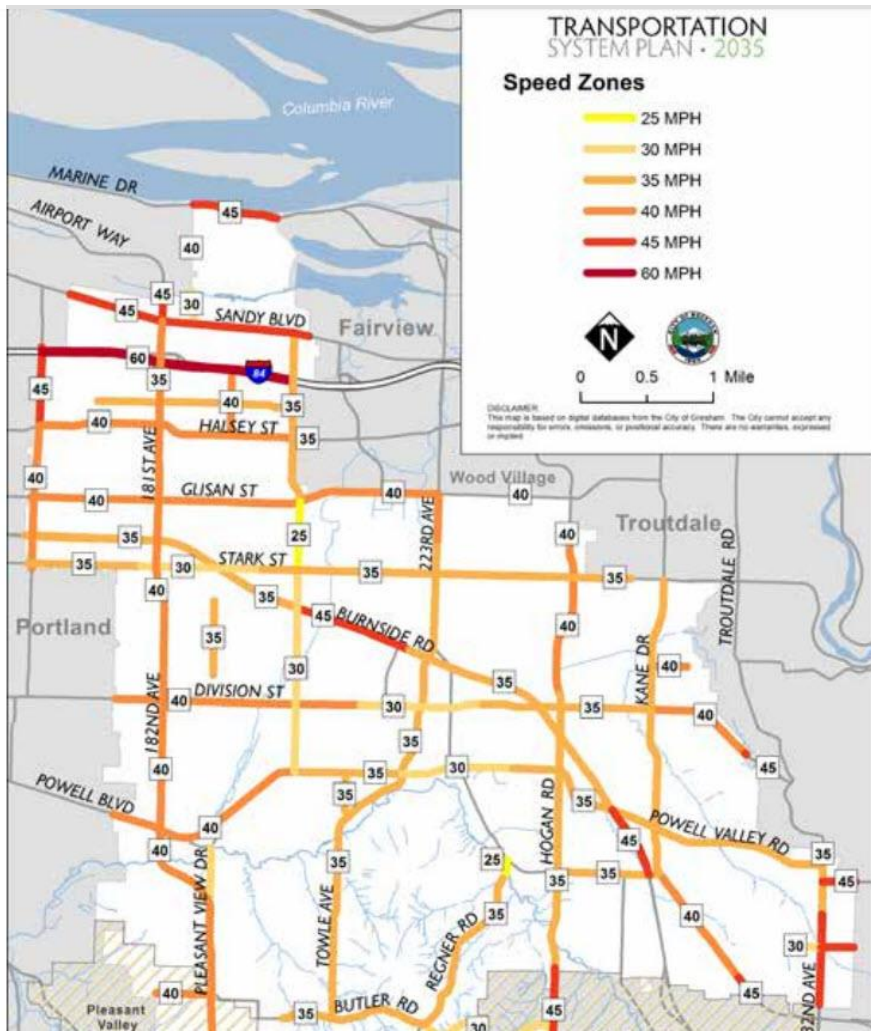


City of Fairview
TRANSPORTATION SYSTEM PLAN
Speed and Traffic Control



Sandy Blvd: 40 mph

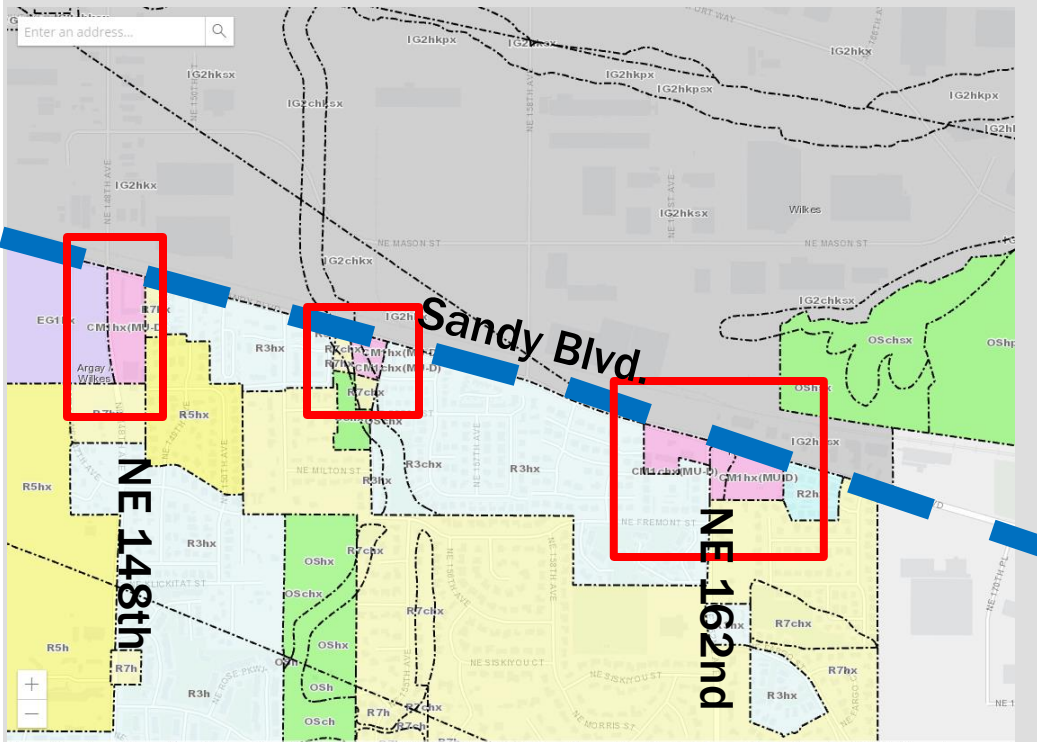
SPEEDS: Fairview



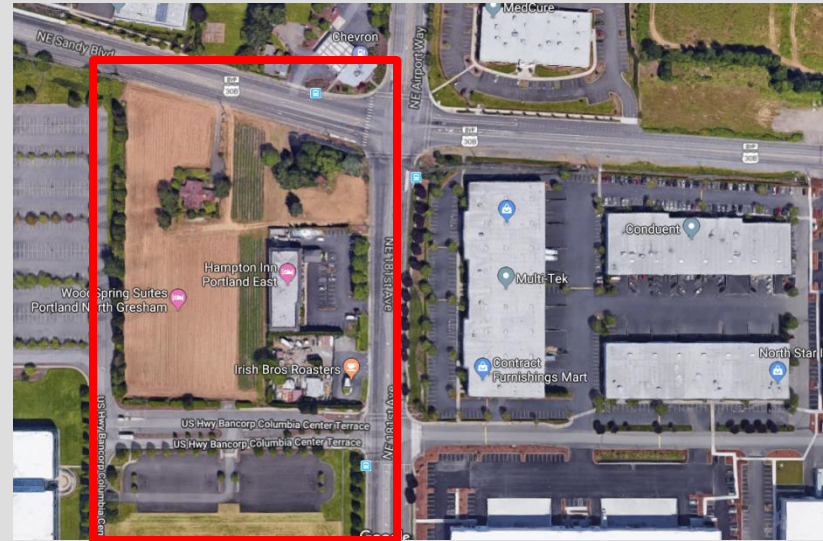
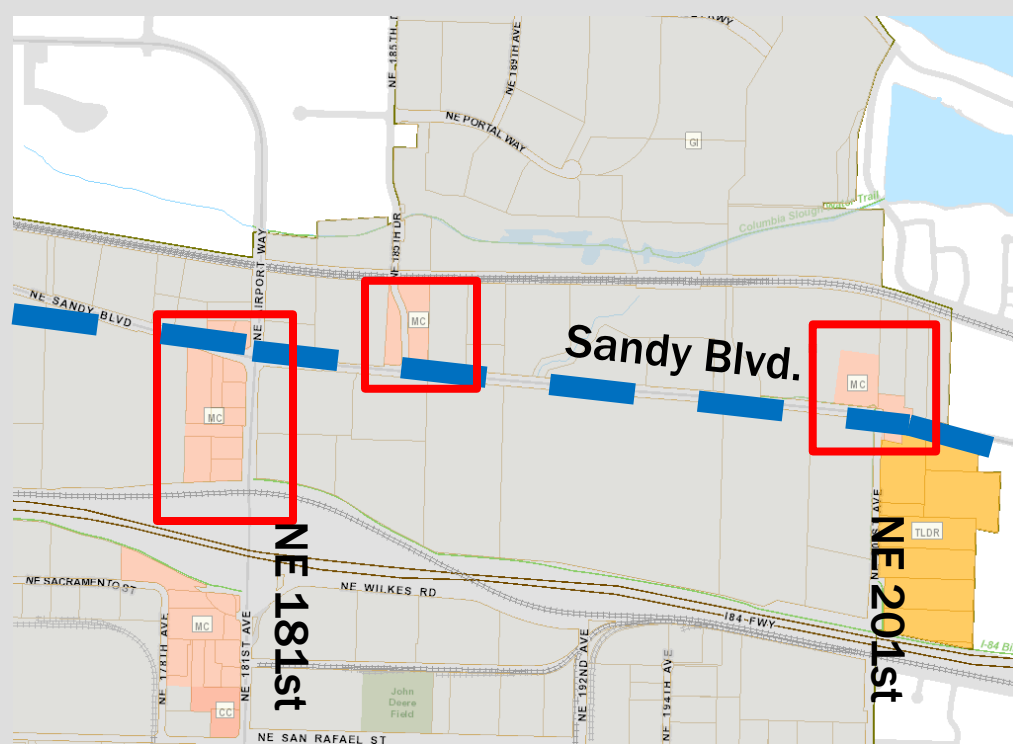
Sandy Blvd: 45 mph

SPEEDS: Gresham

PORTLAND – COMMERCIAL MIXED-USE 1

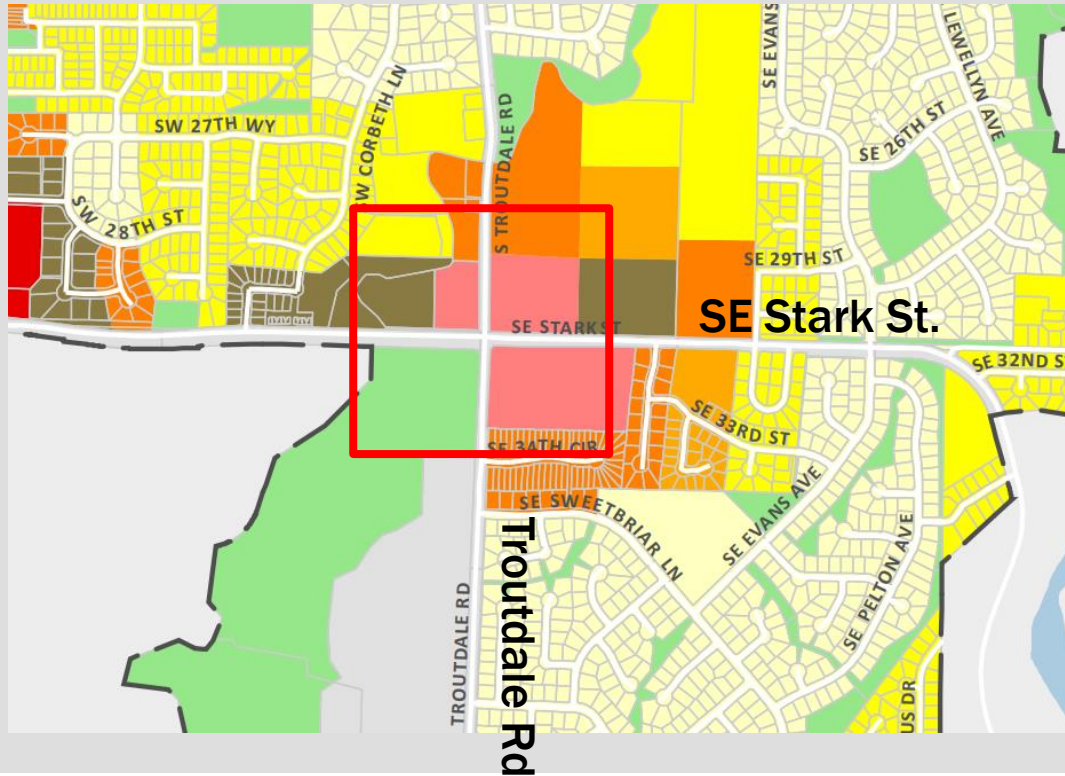


GRESHAM – MODERATE COMMERCIAL





TROUTDALE – COMMUNITY COMMERCIAL



NEXT STEPS

- Interview real estate brokers representing for-sale property in the CC zone and developers working along the corridor
- Mailing on code amendment project to residents and property owners along Sandy Blvd.
- Article in March issue of Fairview Point
- Project-specific webpage on City website
- Potential open house?
- Online survey?
- **NEXT WORK SESSION:** April 9